



MANCHESTER-HOOKSETT-BOW  
STATE 13917 FEDERAL X-A000(112)  
NH 3A FEASIBILITY STUDY

**Meeting Notes**

**Tuesday, November 22, 2005**

**10:00AM**

**Hooksett Public Library  
Hooksett, New Hampshire**

**Members Present:** Charles Watson (Town of Hooksett), David Beauchesne (City of Manchester), Bill Klubben (Town of Bow), Tim White (Southern NH Regional Planning Commission), Christopher Northrop (NH Office of Energy and Planning), Hiram Morrill (NHDOT District 5), Carolyn Russell (NH Dept. of Environmental Services), William O'Donnell (Federal Highway Administration)

**Members Absent:** Amanda Arnold (Central NH Regional Planning Commission), Linda Wilson (NH Division of Historic Resources), James Pitts (Town of Bow), Ken Koornneef (Town of Bow), Steve Korzyniowski (Town of Hooksett)

**Staff:** Bob Landry (NHDOT), John Butler (NHDOT), Tom Errico (Wilbur Smith Associates)

1. Welcome & Introductions – Bob Landry

2. Schedule – Bob Landry

Bob provided a handout that summarized the current schedule for completion of the project. He also noted that approximately \$9.7 million dollars is available for construction in 2013 and 2014.

3. Review Existing Conditions Technical Memorandum – Tom Errico

Tom presented a summary of key aspects of the Existing Conditions Technical Memorandum with the following Committee comments:

- It was noted that a traffic impact study for a proposed Wal-Mart development is available for use in this study. NHDOT will provide a copy of the report to WSA. It was also further noted that a Big Development is being conceived in the Exit 11 area, although details are not available to the public.
- It was suggested that truck data be summarized on a time-of-day basis. WSA will provide information on truck traffic during the following periods: 6pm to Midnight; Midnight to 6am; 6am to 9am; 9am to 3pm; and 3pm to 6pm. Enhanced definitions of vehicle types will be included, as well as investigating whether Monday truck data is representative of traffic during the week.

- The speed survey results will be expanded to summarize definitions of speed data and relationship between data.
- A question was asked whether side slope issues will be reviewed. It was noted that the project will develop critical cross-sections throughout the study area and improvements that address slope deficiencies will be identified.
- It was suggested that the design criteria should be based upon the design speed plus 5 mph. John Butler noted that the current NHDOT practice is not to base improvements on this higher speed criteria, because it may encourage higher vehicle speeds.
- It was asked if stopping sight distance was being reviewed. Tom noted that it was being reviewed.
- It was requested that crash history be compared to locations where roadway design deficiencies were identified. WSA will attempt to summarize such information.
- The report indicates a total of four fatalities, however tables only indicate three. WSA will review and update the report as necessary.
- The crash summary graphic will be revised to be in a larger viewing format such that details are visible.
- The summary conclusions of crashes will be expanded and discussion on locations that may have been mitigated during the database time period will be noted.
- NHDOT will update the crash history to included 2004, if possible.
- It was noted that there is significant commercial data west of Exit 11 in Hooksett that would impact NH 3A. It was noted that traffic volume projections include areas outside of the immediate corridor and would reflect development in the noted area.
- It was suggested that a roadway segment capacity analysis also be conducted on NH 3A in Bow just south of I-89/Hall Street and within the Manchester section.
- Charles noted that a new I-93 interchange would likely provide some transportation benefit based upon the spacing of existing interchanges. Bill O. noted that FHWA has concerns about adding new interchanges to existing

facilities due to the degradation of mobility and safety on those facilities. An evaluation of interchanges is not within the scope of this study.

- Bill O. noted that consideration of access management strategies, including consideration of control of access regulations would be a worthwhile approach to improving conditions in the corridor. Tom noted that an access management assessment will be conducted as part of this study.
- It was noted that in respect to labeling the environmental information, “constraints” should not be used, but a more positive labeling such as “opportunities should be used.
- The environmental maps should be revised to include up to date fish and game information.
- Copies of all environmental technical memoranda will be provided to the Committee.
- Charles expressed concern that the study may not be fully investigating all possible improvement options particularly a new roadway alignment. He is concerned, that when considering the historic nature of Hooksett Village, roadway improvements are limited.
- It was suggested that a separate meeting be scheduled to discuss the findings of the existing conditions analysis of the environmental opportunities. NHDOT will contact Committee members on possible meeting dates in early to mid December. The meeting will be held at the Hooksett Town Library. Discussions on selecting improvement locations will be included if time permits.
- NHDOT will investigate the establishment of a project website for dissemination of information.
- An agenda item for the December meeting will be logistics for the early 2006 public meeting.
- It was suggested that an update of the project be published in a newspaper due to the long period of public inactivity.
- It was suggested that some members of Committee participate in the Context Design Training or that NH 3A be selected for a pilot project. NHDOT will investigate.



### **Action Items**

- ☐ NHDOT to provide Wal-Mart TIS to WSA.
- ☐ WSA to expand truck data section of report.
- ☐ WSA to expand speed data section of report.
- ☐ WSA to expand crash data section of report.
- ☐ NHDOT to provide 2004 crash data, if available.
- ☐ WSA to conduct additional roadway capacity analyses in Manchester and Bow.
- ☐ WSA will transmit copies of environmental technical memoranda to Committee members.
- ☐ NHDOT to schedule a Committee meeting in December to present Environmental opportunities.
- ☐ NHDOT to establish a project website.